

Partly Cloudy Tonight.
Tuesday Fair.

The Washington Times

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OVERCROWDED CARS HARDEST PROBLEM COMMISSION FACES

Many Improvements Made in
District Street Car
Service.

SUGGESTIONS MADE IN ANNUAL REPORT

Relief Asked From Details of
Local Traction Su-
pervision.

Overcrowding of street cars is the most stubborn problem the Interstate Commerce Commission has found in its efforts to regulate the street railroads of the District, according to the second annual report of the commission to Congress on the local traction situation. The report of the commission was made public this afternoon.

While overcrowding is a hard problem to solve and no adequate cure has yet been found for the evil, the commission is able to report that in the past year gratifying progress has been made in the direction of improving the street car service.

IMPROVEMENTS INAUGURATED.

Among the improvements are materially improved equipment of cars, installation of modern safety appliances, better route signs, better heating, use of power brakes on the cars of the Georgetown and Tenleytown Railway Company cars and institution of through service over the Brightwood line of the Washington Railway and Electric Company.

Discussing the long-continued failure of the companies to remedy the evil of overcrowding, the commission tells of the institution of prosecutions in the Police Court, the fight made by the companies, and the fact that a test case is now in the Court of Appeals. "It is hoped," says the commission, "that in the near future a decision will be rendered which will definitely fix the responsibilities of the street railway companies under the law."

Asks to Be Relieved.

The commission renews its recommendation of a year ago that it be relieved of the duty of supervising the street railway service of the District. It says the work of regulating the great interstate carriers takes much of its time and adds:

"The supervision of a city's local street car service presents a problem essentially different in character and entirely foreign for the purpose for which this commission was established."

A tribute is paid to the activity and efficiency of the District Electric Railway Commission, and a copy of its report is sent to Congress along with the report of the Interstate Commerce Commission. The report of the District Commission is signed by Henry L. West, chairman, and Thomas W. Smith, commissioner. It tells in detail what the commission has done since its last annual report January 7, 1909.

Many Complaints Considered.

According to the report of the District Electric Railway Commission it has received 247 complaints since it was organized. Among the matters complained of are the crowding of cars, noise caused by cars, conduct of employees, defective street-car equipment, defective tracks and roadbed, lack of all-night service on certain lines, excessive speed of cars, cars not stopping at certain corners, seating arrangement of cars,

(Continued on Third Page.)

WEATHER REPORT.

The temperature will rise Tuesday in the interior of the East Gulf States, Tennessee, the Ohio valley, and the upper lake region. In other districts east of the Mississippi river the temperature will be moderate and without material change during tonight and Tuesday.

FORECAST FOR THE DISTRICT.

Partly cloudy tonight. Tuesday fair; not much change in temperature; minimum temperature tonight about 34 degrees; light variable winds.

TEMPERATURE.

8 a. m.	34
9 a. m.	37
10 a. m.	38
11 a. m.	39
12 noon.	39
1 p. m.	42

TIDE TABLE.

Today—High tide, 1:25 a. m. and 1:30 p. m. Low tide, 7:15 p. m. and 7:25 p. m. Tomorrow—High tide, 2:16 a. m. and 2:24 p. m. Low tide, 8:07 a. m. and 8:22 p. m.

SUN TABLE.

Sun rises.	7:11
Sun sets.	5:14

CONDITION OF WATER.

HARPER'S FERRY, W. Va., Jan. 24.—Both rivers very muddy.

GUNS ARE TRAINED UPON BAD TRUSTS

President Said to Be About
to Start Vigorous
Attack.

COURT DECISIONS MAY HAVE BEARING

Blow, When Struck, Likely to
Give Wall Street a
Shaking.

By JAMES HAY, Jr.

On high authority, it can be announced that the Federal Government's procedure against the Beef trust is but the forerunner of numerous attempts by the Administration to punish the "bad trusts."

The President is merely awaiting the decision of the United States Supreme Court to open the guns of the Department of Justice against any trust, corporation, or merger which wears "the badge of illegality."

Friends of Mr. Taft say he is determined to carry out his promise to punish all combinations or conspiracies which break or evade the law. They declare there have been on foot for the past two months by the Department of Justice investigations which will put in the hands of the Attorney General the facts which will show him whether prosecutions should be begun against those corporations accused of evil doing.

Court Decisions Awaited.

No doubt is entertained in Administration circles that the decisions of the Supreme Court in the Standard Oil and Tobacco Trust cases will be affirmations. It is not yet known, however, whether the decisions will show that those corporations have broken the law by such things as arbitrarily fixing the supply, underselling to destroy competition, and the other acts used to stifle trade and competition, should be prosecuted.

It is said the President's advisers believe the permanent law works in the more just, and it is declared this is the pain under which it is thought the Administration will ultimately act against all the "bad trusts."

Intimations have been made to the White House that this program should not be followed out, as it would hurt business and Wall Street, but friends of Mr. Taft declare he takes the position that no corporation which observes the law need be in the least alarmed, and that, if there is any injury to business because of infringements of the law are corrected, the injury cannot be permanent. In any case, he is determined to have business conducted along lawful and upright lines.

Steel Corporation in View.

There was more or less talk today that the Steel Corporation has been under rigid investigation by the Department of Justice, and that it will be one of the first corporations to go before the courts. This, however, received no confirmation in official circles except that it was said that investigations have been made of all the trusts and combinations against whom there have been complaints of law breaking and evil doing. In business circles, it is believed that, when the President's program is fully appreciated, there will be disturbances in Wall Street, and that these will be the more emphatic because of the blindness with which the public has observed the Administration's tactics. The big steel trust, it is said, has been the subject of much talk in the effect that this was a President who would conserve the interests of "business" at the expense of the law, and that men of large affairs have shut their eyes to what would have seemed under ordinary circumstances full and sufficient warning.

If any marked disturbance occurs, friends of the Administration say these hurt by it will have bought it upon themselves. Owing, however, to the fact that the "good trusts" will not be hurt and that the only ones prosecuted are those with the "badge of illegality," it should be sure that the ones with clean records are safe from molestation.

CELESTIAL VISITOR ATTRACTS ATTENTION

Naval Observatory Officials Eagerly Watching Course
of 1910 A, Most Recently Discovered Comet,
Now Visible to Naked Eye.

The distinguished savant with the erudite brow revealed in ecstasies as he was saying: "Oh, this indeed! is a triumph day."

"Now the whole wide world waits of 1910 A." The big hairy man with the big curly hair said he, himself, couldn't quite understand. "What you have discovered may be fine and 'But tell, what is it, a new breakfast food?"

However, such is fame. The new 1910 A comet, thus named because it is the first really important astronomical discovery of the new year is important in its particular sphere of endeavor and the scientific world is accordingly interested, notwithstanding the fact that the prosaic lay world declines to become excited.

But out at the United States Naval Observatory, where such events are watched with minute jealousy, observations of the new comet are being taken at every conceivable opportunity. The new comet, 1910 A, is only one hour behind the sun, and this afternoon the

RAILROADS BLAMED FOR THE DECREASE IN WATER TRAFFIC

Commission on River Transportation Submits Interesting Report to Congress.

CANALS TOO COSTLY DECLARE MEMBERS

Expenditure of Large Sums for Improvement of Channels Said to Be Only Solution.

Policies designed to govern the future improvements of waterways of the country and the regulation of water power by the Government in order to prevent monopoly, are set forth in a report submitted to Congress today by the Inland Waterways Commission.

The commission, which consists of twelve members of the Senate and House, with Senator Burton of Ohio, chairman, has been hard at work since last March.

Reasons Given.

The report credits the general decrease in water borne traffic in this country to the superior facilities of the railroad and their practice of reducing rates to stifle boat traffic where it offers competition. The Mississippi river shows a heavy decrease in tonnage and the Great Lakes a notable increase.

The Erie canal and the Hudson river have shown a falling off, particularly heavy in the last few years, and the Kanawha, Tennessee, and Monongahela rivers, among others, have increased tonnage. To the plea that the improvement of water routes reduces rates by rail even if the waterways are not used, the report says:

Can't Reach Roads.

"The 'omnibus,' while fully recognizing this fact, cannot endorse this as a desirable policy to adopt. It rests, in the first instance upon the transportation of large sums of money in the improvement of channels, which are to remain wholly or partially unused."

To meet cases in which railroad's rates after water competition is stamped out, the commission recommends that the railroad should not be permitted to raise rates once lowered to meet boat competition without the consent of the Interstate Commerce Commission. A majority of the commission also recommends that the Interstate Commerce Commission be given power to prescribe minimum railroad rates whenever, in its opinion, the object of a railroad in reducing rates is to destroy waterway competition.

"While the tendency of waterway improvements to lower freight rates is an important element to be considered," says the report, "the fundamental criterion should be whether a railway or waterway, when constructed or improved, will be a profitable investment of capital."

Statistics Lacking.

"Statistical information upon inland waterway traffic is furnished by several different bureaus of the Government, but is strikingly lacking in uniformity and in sufficient classification as well. It is recommended that a uniform system be established applicable to all waterways."

Improvement of natural waterways is much preferred by the commission to the building of canals, the latter work involving far the greater expense in the purchase of land and cost of construction.

Canals for seagoing ships are considered desirable by the commission only to overcome a narrow barrier between navigable waters, to save a great sailing distance, as in the case of the St. Lawrence canal, and to give large cities near the coast outlets to the sea.

Farmer Satisfied.

"Very little," said the Secretary. "The farmer is getting fairly good prices now, but this 42 per cent increase that I speak of is shared mainly by the retailer and the wholesaler. Unless a farmer is able to come to town himself and retail his own products he receives but little benefit from the increased prices."

He offered to the committee the services of any of the department's experts who are now investigating with respect to how long meats might safely be kept. In answer to a question from Mr. Moore, he said the limitation of storage privileges might prove an incidental step toward lowering the prices.

Up to District.

"I believe that it is up to the District of Columbia right now to show other cities how to regulate themselves," said Mr. Wilson. "In Washington I ascribe the higher price of living to little bands of men who form combinations and retail the foodstuffs. These little bands exist everywhere. The fault lies right with the retailer. He gets the larger share of the profits. The farmer can not combine, that is impossible, and a dispute is put on between the Department of Justice and the wholesalers as to whether they can combine."

Three Members of the Tillman Family



MRS. TILLMAN, Sr.



MRS. TILLMAN, Jr.



SENATOR TILLMAN.

SECRETARY WILSON BLAMES RETAILERS

Declares Combinations in
Different Cities Responsible
for Conditions.

Declaring the retailers of Washington are mainly responsible for the increased cost of meat products in the District and that several combinations of such dealers existed in nearly all cities, Secretary of Agriculture Wilson appeared before the subcommittee of the District of Columbia Committee this morning and talked at length on the general subject of the increased cost of living.

In the course of his remarks, Secretary Wilson referred to Washington as being one of the most high-priced cities in the country so far as the sale of meat and other products are concerned.

Unable to Explain.

He said he was, so far, unable to explain why the increased cost of such products should amount to only 20 per cent in Philadelphia and New York, and 42 per cent in Washington. That the farmer is getting but a little share of these higher prices was another opinion expressed by the Secretary.

On Cold Storage.

Secretary Wilson was called particularly to give his views concerning Representative Moore's bill to regulate cold storage in the District. Mr. Moore, however, who is chairman of the subcommittee, informed the Secretary that if it were only advisable it would not be difficult to extend the scope of inquiry to the entire question of food supply.

The inference was that the subcommittee intends through the various agencies of the District, to go into the whole question of the advance in prices from the farm to city residences not only with regard to the needs of the community as respecting cold storage, but also as to prices as between producer and consumer.

Secretary Wilson informed the subcommittee that his department was now making an extensive investigation of the subject of cold storage, with particular reference to the length of time meat, poultry, eggs, and summer products could be safely kept. Facts and figures, he said, soon would be placed at the disposal of the committee and until such time he suggested it might not be advisable for him to express an opinion.

Have Opportunity.

"I think you gentlemen have the opportunity of your lives," said the Secretary. "To show several communities how to regulate this business."

Mr. Moore asked Mr. Wilson if he did not think Congress had the power to control the prices of food products in the District of Columbia. Replying, the Secretary said:

"I am a farmer and not a lawyer, you know, but I think that Congress has the power to bring about such regulations in a reasonable way. We run our department on a common sense basis and I give this opinion as a farmer."

Mr. Moore next asked Mr. Wilson to what extent the farmer is sharing in the increased cost of living.

"Very little," said the Secretary. "The farmer is getting fairly good prices now, but this 42 per cent increase that I speak of is shared mainly by the retailer and the wholesaler. Unless a farmer is able to come to town himself and retail his own products he receives but little benefit from the increased prices."

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(Continued on Fifth Page.)

COURT RESTRAINS CENSUS DIRECTOR

Temporary Injunction Prevents Durand Rebuilding
Sorting Machines.

The Hollerith Tabulating Company today obtained a temporary restraining order against E. Durand, director of the census, to prevent the rebuilding of certain sorting machines purchased from the complainant for use in compiling the census.

Judge Barnard has set Friday of this week to hear the arguments for a preliminary injunction.

The Hollerith Company contends that his election to that position to succeed Dr. Charles W. Eliot, who will continue to serve the association as honorary president, it was at Dr. Eliot's suggestion that Mr. Pinchot was named president of the organization.

The policy which ruled Dr. Eliot in his direction of the association will be carried on by Mr. Pinchot.

PINCHOT SUCCEEDS DR. CHARLES ELIOT

Assumes Duties as Head of National Conservation Commission.

PAYMASTER ELUDES ATTACK OF BANDITS

Four Men Attempt Hold-up of Engineer With Man Aboard Carrying \$15,000.

HUNTINGTON, W. Va., Jan. 24.—Four men with Winchester attempted to hold up Paymaster Lex Coleman, of Knox Creek Lumber Company, near Dever.

Coleman was carrying \$15,000, and was aboard a yard engine. The engineer opened wide the throttle and plunged the bandits amid a shower of bullets.

WILLARD BEFORE COURT BEGINS FIGHT FOR LIFE

Government Opens Case Against Man Accused of Killing
Husband of His Daughter—Three Days to
Select Jury.

Albert H. Willard's fight for life has begun. Testimony to prove that he deliberately shot and killed Irving W. Beck, the husband of Willard's fourteen-year-old daughter, Dorothy Willard Beck, was introduced this morning with the testimony of Dr. Thomas A. Lee, of Casualty Hospital, who attended Beck following the shooting, which took place at Beck's store, Second and N streets southeast, at noon, May 6, last.

The defense of Willard's act will be a contention that the father was goaded to desperation by the importunities of his wife, whose mental instincts prompted her to endeavor to find her child, who had been removed from her parents' home by Beck, following the marriage.

The selection of a jury, which has occupied three days, was completed at 11:30 this morning when John E. Fort, a hardware dealer, was accepted by the defense and the prosecution. Attorney Thomas C. Taylor at that time had exhausted sixteen of his twenty preliminary challenges, and District Attorney Baker and his assistants ten challenges. As the jury now stands, all of its members are married men, and most of them are the fathers of families. They are: George H. Hammer, William B. Murray, John W. Osbourne, Harry R. Wilder, Edward C. Davis, John F. Wallace, John E. Fort,

TILLMAN'S FAMILY ASSERT RIGHTS TO CARE OF CHILDREN

Mother Alleges They Were
Taken Away Without
Her Consent.

DOMESTIC TROUBLE ESTRANGES COUPLE

South Carolina Courts Appealed to
for Decision as to
Custody.

Unaware that they are the central figures in one of the most determined and warmly contested legal battles ever waged in the supreme court of South Carolina, little Douschka and Sarah, the beautiful children of B. R. Tillman, jr., and Lucy Dugas Tillman, were playing merrily in the drawing room of the home of their grandfather, Senator Tillman, this morning while a member of the family talked with a Times representative in regard to the custody of the two little girls.

INCOMPATIBILITY IS CHARGE. The charges made by young Mrs. Tillman, who was expected to bring habeas corpus proceedings in the South Carolina supreme court today for the possession of the children, are refuted emphatically by her husband's family.

The unhappiness of the young people, it seems, was due to extreme incompatibility, which became evident shortly after their marriage. Mrs. Tillman refusing to make her home in Washington, where her husband held, at the time of his marriage to her, and still holds, the position of secretary to his father, Senator B. R. Tillman.

On November 23, 1908, the couple separated, after five years of marital troubles, but a reconciliation took place three months later.

Young Mrs. Tillman charges that while they were living together last December, her husband took their two children out, saying that he wished them to go with him to see his mother. The grandmother immediately left Washington with the children, so the charge continues, since which day the mother has never seen them.

At the time of the illness of Mrs. B. R. Tillman, Jr., Mr. Tillman telegraphed for his mother, who came to Washington to relieve her daughter-in-law of the care of the children until she became stronger, states the family of young Mrs. Tillman. Finally, it was decided that Mrs. Tillman, sr., should take the children back to the Tillman home in South Carolina until the recovery of their mother, and this B. R. Tillman told his wife on the morning that he took them to their grandmother.

Young Wife Infuriated.

When he returned to his apartment that afternoon and told Mrs. Tillman that his mother had left for Trenton, S. C., with the children as they had planned, it is said the young wife became infuriated, gave him his wedding and engagement rings, left the apartment, and from the home of a friend, Mrs. Edmund Brady, wrote her husband she would have no further communication with him until the children were again in her possession.

Mr. Tillman, jr., still refusing to believe that she had again left him, so his family says, wrote her that their children were simply in South Carolina on a visit and asked her to return to their apartment. This they say he expected her to do. When he finally became convinced of the fact that their home was permanently broken up, he gave over the custody of his children to his father, Senator Tillman.

Children Deeded Away.

Under the South Carolina law a father may deed his children to the care of others under certain conditions. In the case of the Tillman children the deed is said to be on file with the clerk of the court at Edgefield, S. C., and in it young Tillman charges that his wife is unfit to rear the children.

When asked to explain this charge, his family replied that they had no statement to make in regard to it. "It should be known," said Mr. Tillman's sister, "that my father's attorneys, as soon as the children were given over to him, wrote the mother that she could see them as often as could be arranged. It was never our intention to in any way rob her of them, but it is my father's intention to rear them properly, and to educate them."

Political Feud Involved. Into the story of the fight for custody of the Tillman children there enters the factor of a long time political enmity between the families of B. R. Tillman, jr., and his wife, Lucy Dugas Tillman.

When young Tillman's father was elected to the Senate it was after a most exciting race with Gen. M. C. Butler, who had held the Senatorship, and was defeated by Tillman. The feeling between the two men was strong enough to split not only families, but a whole State, into factions.

General Butler was the uncle of Lucy Dugas, who afterward married B. R. Tillman, jr., and who is now in Columbia, S. C., the guest of her cousin, Dr. Frank Butler, the son of General Butler, and also an enemy of the Tillmans.